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November 9, 2015

Mr. Kyle Collins, AICP
Development Administrator
Department of Land Management
Town of Southampton
116 Hampton Road
Southampton, NY 11968

Attn: Ms. Janice Schere

Re: Revised FEIS Traffic Impact Statement Review
Tuckahoe Center
South Side of C.R. 39
East of Magee Street
Hamlet of Tuckahoe
Town of Southampton, NY

Dear Mr. Collins:

As requested, Dunn Engineering Associates, P.C. has reviewed the transportation related responses prepared by VHB contained in a revised FEIS dated October 2015 for the Tuckahoe Center. The revised FEIS Traffic Impact Study incorporation comments contained in our October 5, 2015 letter to your office commenting on the September 2015 FEIS. The Tuckahoe Center is proposed to be constructed on the south side of County Road 39 east of Magee Street and west of Sandy Hollow Road in the Hamlet of Tuckahoe, Town of Southampton. While the FEIS adequately addresses the comments received during the public review of the DEIS, as they relate to traffic, we offer the following comments on the revised FEIS:

1. The revised FEIS has been reorganized to present the results of the revised traffic impact analysis as requested. The pertinent information is now contained in the body of the report.
2. The Appendix G Figures providing the assignment of the site generated traffic and the composite build traffic have been corrected.
3. The Capacity Analysis Summary Tables presenting the "Existing", "No Build" and "Build" analysis are appropriate and the discussion describing the results of the analysis is also appropriate.

4. The proposed mitigation plan offers two improvements to mitigate the traffic impacts of the project at the intersections of County Road 39 with Magee Street and Sandy Hollow Road as follows:
 - a. Some minor widening of the Magee Street approaches to County Road 39 and a revision to the pavement markings to create more left turn storage for both northbound and southbound traffic. The plan has been revised since the September FEIS to create longer left turn storage as requested. Further improvement in the vicinity of the proposed site access onto Magee Street, such as the provision of a southbound left turn lane, may be appropriate, but can be further evaluated during site plan review.
 - b. The FEIS recommends modifications to the signal timing at the intersections of County Road 39 with Magee Street and Sandy Hollow Road, as well as, modification to the system timing plan for both intersections. The changes result in minor improvements as described in the text of the report. It is unclear whether the County would allow the recommended changes. This was discussed in the report.
5. The FEIS offers an "As-of-Right" scenario with four two story buildings consisting of entirely "retail shopping" and uses ITE Land Use Code 820, "Shopping Center", to generate the anticipated traffic that the "As-of-Right" use would generate. This differs from the DEIS "As-of-Right" development scenario. This scenario does meet the constraints of the highway Business Zoning Category but given current market condition this development scenario is unlikely. The DEIS "As-of-Right" scenario presented a much more realistic scenario which provided the following mix of potential tenants:

Medical/Dental Office	14,220 s.f.
General Office	22,500 s.f.
Health and Fitness Center	15,000 s.f.
<u>High-Turnover Sit Down Restaurant</u>	<u>7,500 s.f.</u>
Total	59,220 s.f.

In the revised FEIS, while the Health and Fitness Center and High-Turnover Restaurant are listed as potential tenants and could be seen as potential second floor tenants, also listed are furniture stores, auto supply stores, personnel service shops, banks, tanning salons, and liquor stores, all possible in the HB zoning district. However, none of these uses are currently found along C.R. 39 on the second story of a two story building. On the second story of existing two story buildings along C.R. 39 the use is exclusively business or medical office use.

Further, the access to the "As-of-Right" development will be via unsignalized access as the "As-of-Right" development provides no access to Magee Street. Access to the building in the easterly portion of the four lot development are likely to be restricted to right turns in and right turns out due to the ever present queue of westbound left turning traffic on C.R. 39 at

Sandy Hollow Road. Access to these four sites will be difficult as a practical matter. Potential high volume tenants will be discouraged from using the site.

In summary, we believe that an as-of-right development consisting of 59,220 square feet of retail shopping center is unrealistic although it would be compatible under the Highway Business Zoning Category. The scenario presented in the DEIS is more realistic.

6. The "As-of-Right" development scenario discusses four separate access points onto C.R. 39 as well as access with only two driveways. The FEIS states that it will be difficult to coordinate building the combined access points as properties develop individually. That assumes, however, that the lots would not be part of a subdivision application first, wherein the plan to allow only two future driveways onto C.R. 39 could be incorporated into that approval; either by providing for the construction of the combined access driveway at subdivision or by creating the joint access easements at subdivision and providing the right to construct the combined access driveway as the first of the two properties is approved for site plan.
7. The FEIS states that because of the conservative analysis and the high seasonal traffic volumes that the impacts identified will only be realized for short periods of time and only in the summer. We believe that this is true with respect to the Saturday and Sunday analysis periods where volumes are significantly lower from mid-September through mid-May. During the peak weekday periods this is less true.

In the FEIS, movement volumes are presented comparing traffic count data for a summer Tuesday against summer Friday data. The FEIS further notes that with the three movements identified, that there are significant differences between the Tuesday data and the Friday data with the Tuesday volume data being much lower. It is then stated that the Friday data used in the study is a worst case scenario that would not be realized at any other time. Table 1, Comparison of Movement Volumes, County Road 39, Tuesday, August 2012 compared with Friday, July 2013 makes the same comparison but looks at three additional movements; westbound C.R. 39 at Magee Street, westbound C.R. 39 at Sandy Hollow Road and the south to westbound right turn from Sandy Hollow Road to C.R. 39. Note that the three additional movements actually have marginally lower volumes on Friday than on Tuesday. Note also the Levels of Service for the three additional movements have poor levels of service and are more critical to the functioning of the traffic signal because of this. The three additional movements are typical of the high volume of commuter traffic that occurs westbound during the P.M. peak period and is not particularly impacted by seasonal traffic variations.

As late as the past week, the first week of November, there was persistent congestion for westbound traffic at the Magee Street signal; backing through the Sandy Hollow signal to North Sea Road. This same congestion has persisted from early April of this year and through the summer to November. Impacts that are identified to occur in the FEIS during the

Movement	Tuesday*	Friday**	
	Volume	Volume	Level of Service
Eastbound C.R. 39 at Magee Street	1,090	1,752	B
Eastbound C.R. 39 at Sandy Hollow Road	1,058	1,829	A
Eastbound C.R. 39 Left Turn at Sandy Hollow Road	233	499	E
Westbound C.R. 39 at Magee Street	2,315	2,196	C
Westbound C.R. 39 at Sandy Hollow Road	1,679	1,649	F
Southbound to Westbound Right Turn onto C.R. 39 from Sandy Hollow Road	709	660	E

*Level of Service not available for Tuesday.

**No Build Level of Service as Calculated by VHB, FEIS, Proposed Tuckahoe Center, October 2015.

Table 1
Comparison of Movement Volumes
County Road 39
Tuesday August 2012 Compared with July 2013

Mr. Kyle Collins, AICP

November 9, 2015

Page 5

weekday P.M. peak hours of traffic will not be just a "Summer" occurrence, but may well be experienced throughout most of the year when considering the weekday A.M and P.M. peak hours of traffic flow.

The "heavy trade" parade volumes eastbound in the morning and westbound in the evening tend to begin in March and drop significantly in November, and while it is true that the substantial eastbound traffic flow during the Friday peak period studied does diminish in mid-September the congestion associated with the "trade parade" continues. Congestion westbound during the weekday P.M. peak was noted last week.

Although no changes are required in the FEIS analysis, the Town should be aware that the impacts and analysis provided in the FEIS with respect to the weekday A.M. and P.M. peak hour analysis are pertinent not just during the peak summer months, but also in the Spring and Fall when there is heavy "Trade Parade" traffic.

8. As noted in our prior review comments regarding the DEIS and the FEIS, the Build Condition analysis indicates that there will be some impacts. Notably at the intersection of CR. 39 at Magee Street the intersection Levels of Service will go from C to D during the weekday P.M. peak and from B to C during both the Saturday and Sunday peak periods.
9. The unsignalized capacity analysis of intersections along Hill Street in the Village of Southampton indicates significant deterioration at several intersections over several time periods. The impacts are most significant during the weekday A.M. and P.M. peak hours when commuting traffic is heaviest. The impacts are less significant on Saturday and Sunday and those impacts would be even less significant in the off season. This weekday A.M. and P.M. peak hour impacts like those at the intersections along County Road 39 would linger into the off season as they are related to the commuter traffic.

Although no changes are required in the FEIS as a result of these comments, the Town should take them into consideration when preparing the finding statement with reference to this action.

If you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,



RONALD HILL, P.E.

Principal

RH:as

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